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Hongkong, 27th October, 1910.

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Telephone, 10th January, 1910. [577]

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Head—Ghi Tan

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Kidneys—Ghi Yeh

Liver—Ghi Koo

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LAST HOURS OF THE MONARCHY.

Badsjo, Sunday (3.35 a.m.) King Manuel had gone to Lisbon to meet the President-Elect of Brazil, and entertain him to an official dinner at the Necessidades Palace. When the revolution broke out, his Majesty was in bed, and he was aroused by officers of the Palace. A council was immediately held in the Palace, and it was decided to await the course of events, as it was believed that the Lisbon garrison was loyal, and it was also thought that troops would come from the provinces to reinforce the Loyalist forces, so that the insurrection would be overthrown.

King Manuel, who had never thought that fate would make him a King, had been very dependent for some time, as he was fully aware of the proceedings of the Monarchists, and understood that the Republicans were continually gaining supporters. Several times he had said to his mother and intimate friends that it was necessary to study the situation carefully to see if it were necessary for him to relinquish the Throne and live in tranquillity, leaving Portugal to govern itself as best it pleased. His mother, his entourage, and the Ministers, however, invariably opposed this course. They said he had no cause for pessimism, and assured him that Portugal would never be Republican so long as the King could rely upon the devotion of the army and navy.

Such was the state of affairs when the revolution broke out. His intimate friends arrived at the Palace in the early hours of the morning, and precautions were taken to ensure the safety of the Royal personages in case it should be necessary to leave Lisbon. Boats, carriages, and horses were got ready, and Royal servants went to certain Legations to prepare a place of refuge in the event of it being impossible for the Royal family to quit the capital. After long discussion it was decided to prepare for means for ensuring the safety of the King. The first was to send his Majesty to one of the Legations, where he would place himself under the protection of the flag. The second was to proceed to the Spanish frontier by motor-car by the southern routes, which were known to be tranquil. The third method was to board a foreign ship and place his Majesty under the protection of the flag with two Ministers of friendly Powers, who would accompany him. Fourthly, it was considered whether the Royal family should remain in the Palace until the last moment, and after going to Cintra, embark on the Royal yacht *Amelia*, which had already received orders to have all in readiness, and the crew of which was thoroughly trustworthy.

During all this time, the friends of the King and the diplomatists held several conferences with powerful personages amongst the revolutionists, and obtained a full guarantee that the Royal family would be respected, and that only in the event of resistance being offered would force be employed against it. "If the revolution should triumph," said one of the leaders, "the road to Cintra will be free, and the King can gain perfect confidence." One of his Majesty's friends asked if the warships would permit the Royal yacht to leave the port, and the Republicans replied that the ships had already orders not to leave their moorings and to afford the *Amelia* the fullest liberty. Orders were also sent to certain regiments which might bar the passage of the King and the Royal family, and this completed the measures for ensuring the Royal flight.

King Manuel has no personal fortune, and despite all the accusations which have been levelled against the Royal family, it has never enriched itself, and its civil list is barely sufficient to maintain the Royal House in fitting style. His poverty will be King Manuel's best praise. At the moment of departure the Duke of Oporto was able to show with pride a bank-note of 100,000 reis, equal to about £40, saying to those who saw him go, "This is all that I possess on the day that I quit my country."

The first care of the King was to communicate with Queen Amelia, who was at Cintra, and a service was organised of loyal friends of the King, who, in automobiles and on horseback, carried messages to Cintra, and used the telegraph at some places outside Lisbon where the wires were cut. The Duke of Oporto, who was with his mother, Queen Maria Pia, in the neighbourhood of Cintra, attempted to reach Lisbon to take command of the entrenched camp. He was, however, unable to get to the capital, and when he endeavoured to assemble the loyal troops outside Lisbon it was too late, as the Republic had been proclaimed, and the fortress had already hoisted the Republican flag. The Duke of Oporto accordingly went to join his mother, and shortly afterwards he visited Queen Amelia to tell her that any resistance would be useless, and that they would have to leave the country.

On the morning of Oct. 5, when the King and his friends saw that the fortresses and warships had hoisted the Republican flag, they decided to leave for Mafra, and thence to send a messenger to Queen Amelia and Maria Pia telling them to join his Majesty and prepare to leave Portugal.

As soon as the Provisional Government was appointed it agreed to guarantee by every possible means the lives of the members of the Royal family, to whom it was intimated that they could choose the means which they deemed most suitable for leaving the country, either by land or sea. The Government offered to provide the King's Majesty with as much of his private property as he desired to take with him, and if he preferred to go by sea, there were suggestions that the Royal family should embark on the *Amelia*, and that the Royal yacht *Amelia* should be placed at the disposal of the King.

King Manuel understood on Oct. 5 that all was over, and that it would be necessary for him to leave Portugal. Then, accompanied by the Marquis de Faval and the Conde de Sabugosa, he took a motor-car and arrived at Mafra at twenty minutes past three in the afternoon, having made his exit from Lisbon with great precautions so as not to be perceived. His Majesty was wearing a long overcoat, a cap, and motor goggles, and he carried a small valise in his hand. A large valise was placed on the motor-car. On arriving at Mafra he proceeded to the Royal Palace, but as nothing had been prepared it was necessary to despatch a messenger to the house of Senhor Tomas de Mello Breyner, a wealthy proprietor dwelling in the neighbourhood, who kindly lent his servants, and provided food for the refugees. The soldiers at Mafra remained loyal, and a palace guard was immediately organised under the command of Captain Abreu and Santa Clara, who placed inside and outside the palace soldiers who were ready to defend the life of the King at all costs.

At half-past four a message was sent to Queen Amelia, informing her that the King had reached Mafra, and telling her to make preparations for the voyage. Queen Amelia arrived at Mafra at half-past five, travelling by a motor-car, which was preceded by another containing Lieutenant Fijó de Tez Teixeira, a faithful supporter of the King. The Queen was accompanied by the Conde das Galveias, the chief of her household. There was no incident on the road in the case either of the King or the Queen, and those who recognised the Royal personages saluted them respectfully.

The news of the King's arrival was quickly known at Mafra, and many men armed with rifles proceeded to the Palace and expressed their readiness to defend his Majesty if occasion should arise. Later on Rural Guards arrived at the Palace with the same object. Friends of the King who remained in Lisbon had instructions to inform the high functionaries of the Palace of his Majesty's departure and arrival at Mafra, and tell them to join the King at the Palace. Some of them arrived during the evening. The Conde de São Lorenzo and Colonel Waddington, who were the first to arrive, brought the news that the Provisional Government had assumed power, that the Republic would be proclaimed at midnight, that practically the whole of the army had joined the insurrection, and that the provinces were supporting the movement, so that there was no hope for starting a counter-revolution.

As soon as Queen Amelia reached Mafra mother and son embraced each other without speaking a single word. They remained thus for a long time, until King Manuel broke the silence by saying, "I feel it only for your sake you have suffered so much." The King, then, gave Queen Amelia the news which he had received from the Mayor of Mafra and other friends, at eight o'clock a conference was held with Queen Amelia, the Marquis de Faval, the Conde de Sabugosa, the Conde das Galveias, Colonel Waddington, and another gentleman who had arrived from Lisbon.

The conference lasted nearly an hour, and Queen Amelia returned to Cintra at a quarter-past ten at night, escorted by various armed men.

The Mayor, Senhor Baulista Ribeiro, paid another visit to the palace, bringing the latest news from Lisbon, and the King spoke for a long time with a commissioner of the inhabitants of Mafra, to whom his Majesty stated that he was quite tranquil, since his only preoccupation had been the welfare of Portugal.

At half-past eleven the King retired to rest, and seeing that his servants were restless and sad, told them to be calm, saying, "Sleep well, for the Virgin is over all, and my patroness, the Virgin of the Conception, will watch over us and shield us with her protection." These were the last words of the King on the day of the proclamation of the Republic and the loss of his crown.

The palace functionaries retired to an automobile, the guards went their rounds, and the armed citizens who remained loyal to the King surrounded the Palace and guarded its approaches, and Mafra spent its last night under the shadow of the unfortunate monarch.

Throughout the night telegrams were received from Lisbon, but the King's repose was not disturbed, and the messages sent by express were received by the Marquis de Faval and the Conde de Sabugosa. The extraordinary thing about these telegrams is that they were reassuring, and the entourage of the King still believed they could count upon the fidelity of the Lisbon regiments. They thought also that reinforcements would arrive from the provinces. The King rose early, and learned all the news that his dear-received overnight, but he did not conceal his conviction that without the army and without an entirely favourable army any hope of saving the Monarchy was impossible.

Senhor João de Azevedo Coutinho has been sent to Lisbon to obtain information, and at 9.30 he returned saying that the Republic was triumphant, and that nearly all the regiments had accepted the new regime. A few minutes later Queen Amelia, Queen Maria Pia and the Duke of Oporto arrived and received this news, not without anxiety, but with resignation. After breakfast the Mayor of Mafra was the recipient of a telegram from Lisbon signed by the Minister of the Interior, Senhor Almeida, instructing him to proclaim the Republic, to hand down the Royal flag and to hoist the Republic in colours in its stead. The Mayor sent the telegram to the King, who at first believed that it was false, and that it had been sent by the Revolutionaries, but a couple of hours later a messenger arrived from Lisbon with news that the Royal party had been completely defeated, and that the Republic was proclaimed.

The Provisional Government had been recognised by the authorities and the army. At 9.30 the King, the two Queens, and the Duke of Oporto decided to embark as soon as the Royal yacht was in sight. Solemly and solemnly they left the palace when their Majesties quitted the palace. Surrounded by friends, soldiers and people, who looked on weeping, the Royal family descended the steps. The King and Queen Amelia made great efforts to restrain their tears, and after a scene it is impossible to describe the Royal party entered their motor-cars at twenty minutes to three, and proceeded to Ericeira.

Before leaving King Manuel begged Senhor João de Azevedo Coutinho to give him a few handkerchiefs and to purchase some tobacco, as he had arrived at Mafra with only the clothes in which he was dressed, and carrying nothing with him. The King had come without money, and only by the devotion of his friends was he able when he embarked to carry with him a few thousand francs. It was a few minutes before three o'clock when the Royal party, escorted by 100 cavalry commanded by Captain da Cunha, took the road which leads to Ericeira, some fifty persons on horseback, in carriages, and in motor-cars following the automobiles carrying the Royal family.

The King was in a car with Col. Waddington, the Marquis de Faval, and the Conde de São Lorenzo, as well as Naval Captain Velho Caldeira, who was to assume the command of the Royal yacht. Queen Amelia was accompanied by the Conde das Galveias, the Conde de Sabugosa, and Senhora Maria Francisca de Meneses, one of her ladies-in-waiting. With Queen Maria Pia were the Condes de Figueira, Senhor João Antonio da Silva Mendonça, and Senhor Ernesto Rodriguez Mendes. In the fourth motor-car were four servants of the Royal family. The inhabitants of Mafra wept when the automobiles left, and the escort was compelled to hold the road, as the people desired to follow the Royal family on their last journey in Portugal. When the motors reached Ericeira, the Duke of Oporto had already arrived there, and was on board the Royal yacht.

Boats were in readiness to take the Royal party to the yacht. Queen Amelia, who was carrying a rosary in her left hand, nearly fainted, but she mastered her emotion, and, looking at the fishing-boats and the fishermen who were to row them, and the silent crowd, she said, "It is disgusting. I never could have believed that the Portuguese would have done to me what they are doing." Assisted by the fishermen, the two Queens entered one boat and the King another. Silence and indifference prevailed at the moment of the going. There was not a single exclamation until a woman threw herself upon one of the boats, and weeping, took the hands of the Queens and kissed them. It lasted by some people, and contradicted by others, that Queen Amelia turned towards the shore, and raising her right hand, said, "Adios, Portugal, but not for long." A few minutes afterwards the Royal family reached the yacht which had steam up. The vessel was still flying the Royal flag.

Before leaving the King distributed several gratuities among the fishermen, and then, with his hat in his hand, and showing signs of deep emotion, he waved a good-bye.

At five o'clock the Mayors of Mafra and Ericeira telegraphed to the authorities at Lisbon that the King had taken his departure, whereupon instructions were given for the hoisting of the Republican flag on the Royal palaces of Mafra and Cintra.

This was done amid cries of "Long live the Portuguese Republic!"

On the 4th inst the King was advised to put himself at the head of the artillery from Queluz, which was very loyal to his Majesty, of the cavalry, which would willingly have obeyed him, and of the two infantry regiments which were stationed in the suburbs of Lisbon. To these reluctant counsels the King invariably made the reply:

"I am always ready to make a sacrifice of my life, but of my life only. I have no right to oppose forcibly the national will, and, above all, I have no right to plunge the country into a civil war, especially as the army is divided into two parties. I love my country too much to risk it, and I have no desire to shed blood. I prefer to lose my throne, for I know that history will do me the justice of saying that the King of Portugal was unwilling to defend his Crown at the cost of blood. He preferred to quit his country, and to allow the will of the people, real or false, to be respected. If resistance was only a matter of risk to myself I would resist, but resistance would have been the beginning of the devastation of Portugal."

And the King concluded by telling his counsellors and his friends to devote themselves to the prosperity of his dear-beloved country.—*Daily Telegraph.*

Public Company

THE CHINESE ENGINEERING AND MINING CO., LIMITED.

NOTICE

A FINAL DIVIDEND OF ONE SHILLING AND SIX PENCE per Share, free of tax, has been declared by the Directors of the above Company, making a total of 15 per cent. for the year ending 31st February, 1910. COUPON No. 15 is payable on and November, at the Chartered Bank of India, Australia & China, and the Russo-Chinese Bank at Tientsin and Shanghai.

J. S. DOBIE, Agents.
Hongkong, 2nd November, 1910. [688]

Intimations.

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CALL AND INSPECT BEFORE BUYING ELSEWHERE.

HOOSAIN-ALI & CO.,

14, QUEEN'S ROAD CENTRAL, Corner of Zealand Street.
Hongkong, 1st November, 1910. [682]

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TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

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Hongkong, 6th September, 1910. [645]

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MONEY CHANGER.

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Hongkong, 3rd November, 1910. [687]

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Hongkong, 1st June, 1910. [615]

WEATHER FORECAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Teui for the information of masters of vessels leaving the port. They do not necessarily imply that the weather is expected to be as indicated.

1. A CONE point upwards. Indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and DRUM below. Indicates a Typhoon to the North-East of the Colony.
3. A DRUM. Indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below. Indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards. Indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and RAIL below. Indicates a Typhoon to the South-West of the Colony.
7. A RAIL. Indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and RAIL below. Indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other ships.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar:

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind will be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be exhibited in the Day Signals at sunset, and will, when necessary, be altered during the night.

For the benefit of Native Craft and Foreign Vessels, a Cross will be exhibited at each of the following stations during daylight, that any of the above Day Signals is hoisted in the Harbour:

Yip Kock, Aberdeen, San Tin, Yuen, Tai Keng, Tai O, and other stations.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE
Very palatable.

Known throughout the world and prescribed in all cases of Anemia, Debility, and Consumption, to young women, children and the aged. Available in all climates.

DOSE: One glass after the two principal meals.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trademark:

(1) THE WARRANTY STAMP OF THE UNION DES PROPRIETAIRES.

(2) A SPECIAL SEAL MARKING THE BOTTLE.

CLETAES

SAINT-RAPHAEL, 17, RUE DE LA PAIX, PARIS.

Entertainments.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

OR

GENUINE AGE

(AND)

FINE MELLOW

FLAVOUR.

Robert Porter & Co.'s

BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO.,

LIMITED.

ALEXANDRA BUILDINGS:

Hongkong, 7th July, 1910.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to "The Editor," 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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The Hongkong Telegraph

HONGKONG, FRIDAY, NOVEMBER 5, 1910.

OUR MANY MERCIES.

"What a horrible place Hongkong is, and how heartily and sincerely I wish I were out of it!" are the words one occasionally hears uttered by people who, for the weather, or the bad condition of their rubber shoes or of their liver, have driven into the "doleful dumps."

Dissatisfaction with a place often means dissatisfaction with the people in it, and the latter, in too frequently a symptom of some fault in oneself which has put one out of tune with the harmony of Nature and man's work in it. It may, however, be a well-grounded feeling of disgust at uncomfortable surroundings which we are powerless to alter. For instance, place a man in a small tropical or sub-tropical port, where he is expected to do all the work and advance the interests of his firm single-handed, with a half or less than half-educated native clerk, two coolies and the office cat as his assistants. Imagine, too, that the place is completely devoid of roads, drainage, street-lighting, police, and all the other everyday conveniences of life. For the police are surely among life's conveniences, and we have class them as necessities. In such a place there is no library, no place of amusement where a man may meet his fellows, and, perhaps a single room, provided with a bar and a table on which a few bottles of beer or hot water stand.

It is not surprising that the man who is placed in such a position should feel as if he were in a "doleful dump."

But the man who is placed in such a position should feel as if he were in a "doleful dump."

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different, billiard table. This gloomy apartment is called a club, and here the idle men who spend their days in work sit in the evening to "shake," or throw dice for drinks. Or else they do not do so, and remain lonely in their even gloomier quarters. For here there are no wide verandahs, no cool shades, ramshackle floors and leaky roofs, doors that won't shut and windows that jam, are the marks of most houses occupied by Europeans. The native houses need no description. The most quietest are the lords of the air, while the more merry on the terrace-eaten floor. There are no shops where a man can buy anything he needs. He is forced to send to the nearest large centre of trade, say Hongkong, for even a pair of shoes or some socks. If a woman be forced to live in such a place, Heaven help her, for she can procure nothing that a European woman wants, not even the kind of cotton thread she uses to sew on her husband's buttons. For she has to do this herself, as no amahs are to be had, or, let the poor man go buttless. She cannot even get a pair of shoe-laces, let alone a box of hairpins. She cannot get "books and eyes," she cannot get even a ribbon to tie up her hair with, any more than she can get a coal-scuttle hat or a hobble-skirt. "Happy husband!" some will murmur. But no, say we, not happy husband and wife, but rather luckless and ill-fated man! For all these things, except—and even this exception is doubtful—will have to be sent for, at his expense, from Hongkong or from Hongkong. If this place be fortunate, or unfortunate, there are perhaps five ladies in it. These being divided, equal two cliques and a half, and each thinks itself Society, and each lady is sure she is the chief lady in the port. If you wish to go for a walk in this place you must go in the evening, for in the daytime it is too hot. As you step from your door you put your foot in a pool of slime. The local pigs helped to make that. You can walk for quite a pleasant distance on a path-way varied with a selection of by-products of pig and buffalo. Add to this the dangers which are ever-present among a semi-barbarous population, without efficient police, or indeed any, and where the sole means of protection is perhaps that of a Chinese military officer in command of a few troops some miles away. Moreover, there is no foreign hospital, and the only medical man is an over-worked missionary doctor some hours' distance off. Now our point is this: in such a place dissatisfaction with one's surroundings is natural, and as long as it does not become unhealthy, it will, in the case of a lady, be a womanly complaint, is not a subject for censure. But in Hongkong the case is very different. Eyes poor residents here have all the necessities, and with care, many of the comforts of life. Our experience, however, is that the poor do not grumble as much as their richer neighbours. Here we have one of the best paved and best lit towns in the world, with a police, which, growl as we may, does undoubtedly protect life and property. Here are all life's necessities. Here are splendid shops, equal to any in the East, where you can buy almost anything you like in reason, from a Pilsener beer to the latest "Pinkies." Here are doctors who will tell you when not to take quinine, tablets because they can supply you with "something just a good," and, we think, probably much better for you. Here are cafes where you can get a really good cup of coffee with a friend, and, if you like sweet things, confectioners who will entice your appetite, however jaded. In Hongkong we have soldiers to look at, and sometimes a band to listen to. There are recreation clubs of all kinds, from Victoria to Wild Kowloon, and if you are eager to see pretty scenery from a railway car, there is our nice new railway. We have Churches, too, and a Synagogue, and a Mosque. What more can anybody want? Hospitals? In plenty. And that memorial of a good man and woman, the Matilda Hospital, is helpful to the needy sick. For amusement we have little to grumble about, for even a cinema-graph is better than nothing; we are constantly visited by theatrical companies, and who should complain when we have just seen Nicola and have a circus with lots of tigers and two elephants in it?

GOVERNMENT SERVICE ANOMALIES.

It comes rather as a surprise that the Government of the Federated Malay States—generally considered to be a broad-minded administrative body—has been interfering unnecessarily with the officials of the Civil Service. In fact, it is doing so upon the liberty of the subject. It is in this way. Recently a private circular has been sent round to all civil servants demanding that each and every one of them should state the amount of the humble pocket money, should state the amount of the local investments in the shape of shareholding. A circular, too, is to be appointed, it appears, to inquire as to the extent that speculation exists amongst Government servants. Anything more proportionately unreasonable can hardly be conceived. This Singapore administration is of course the guiding factor in all that pertains to the Malay States, and more than one occasion it has shown that it

is on the public estimation. For instance, not long ago, the Johore gambling houses used to be a great attraction for Europeans just as they were for Chinese. We do not for a moment defend or even uphold the gambling habit, but the fact remains that Johore was the favorite place of Sunday resort for Singapore inhabitants. Then one day it happened that a Government servant who was known to visit the gaming tables occasionally was found to have been making free with the funds that passed through his hands officially. And so, on account of this one defaulter, all Europeans were barred from visiting the gaming tables, which are no more harmful there than they are in Macao or Monaco, provided that a man has money in his pocket and is foolish enough to risk the loss of it. Another case that was brought to our notice recently was that of a certain police officer who had the temerity to marry a Chinese wife and who accordingly in view of the existing regulations was compelled to retire from the Service. What objection there may be to a European marrying a Chinese woman it is rather hard to discover. From a racial point of view there may be opinionative variance, but surely it ought to be left to each individual British subject serving in a Far Eastern Colony to marry whom he pleases without any danger of penalisation. We know perfectly well that in the Army married men are preferred, because for some reason or other known only to the executive the bachelors are not considered to be such good fighters as their married brethren whose lot is irrevocably cast with the regiment. We do not think that such a stigmatisation is permissible, yet at the same time it has been made a rule that no bachelor soldiers of the line who serve to make up the defensive forces in the colony, in this case which we refer to, a officer in question who has the terrible audacity to marry whom he liked—as all sensible men do—was re-elected to another Government Department in which this stringent regulation does not exist, with the result that he is drawing now just about double the salary that the companions who joined with him are entitled to. So much for Governmental service anomalies. If we go up to higher circles we find this peculiar fact, that an official, say, Sir Henry May, cannot go home as Colonial Secretary with his passage paid, nor can any member of the Civil Service or men on the Spoils Board staff. In other Departments, however, all the employees get their leave passage either paid or refunded, as well as receiving full-pay or half-pay as the case may be during their sojourn in Europe. If it were necessary, we could cite a few more instances of the way in which the Government methods in the case of public servants, but perhaps enough has been said to show the necessity for prompt and effective reform.

LOCAL AND GENERAL.

THE Government Council has memorialised the Throne to order the Senate to discuss next year's Budget in view of the fact that the various Provinces show a deficit totalling to a sum of over £18,000,000.

A COOLIE was sentenced at the Police Court this morning to two months' hard labour and six hours' stocks for the larceny of 200 hemp bags. The goods were stolen from Queen's Road West and sold at Wanchai.

A GERMAN university has just, for the first time, conferred a degree on an Egyptian savant. The recipient is an Arab Sheikh, named Wely, who acts as lecturer for the Arabic language in the Berlin Oriental Seminary. He received the degree of doctor of medicine.

THE forged Hongkong and Shanghai Bank cheque mystery at Surabaya has been cleared up. The Chinaman arrested for uttering the cheque has made a clean breast of it. He named several Chinamen and one of the bank cashiers as accomplices. Twenty-five thousand guilders in notes have been recovered, 20,000 guilders more he had lent out. The balance—7,000 guilders—remains unaccounted for.

YESTERDAY, Sergeant Watt with a posse of detectives raided No. 7, Queen's Road Central, and arrested sixteen men, two for selling lottery tickets and fourteen for buying the coupons. The first fourteen were sentenced to six months' hard labour each without the option and the third was fined \$100. The remainder were remanded, bail being allowed in the sum of \$25 each.

GENERAL Frederick Fenton, who captured Aguinaldo, the Filipino insurgent, and who had command of the San Francisco situation after the earthquake of 1906, declined to stay at the Hotel Billmore, in Kansas City, where the page-boys were dressed in the uniform of the United States army capotes. General Fenton says it is high time for prison guards, motor-cycle police, and hotel lift-boys to stop imitating army uniforms.

SOME caravans have been aroused in Folland by the declared policy of the Governor-General of Newfoundland to enforce Sunday observance. So long as his bill was confined to enforcing Government shops and limiting official work on that day, no objection could be raised. But his Excellency has favoured the closing of public markets on Sundays, an idea which, in the opinion of many of the people, will wound the local and religious feelings among the people.

THE Republican flag in Portugal seems to be a matter of dispute. Reuter wired that the colours are green and blue. But the colours on that hoisted by the Portuguese cruiser *Principe de Gama* at Batavia were green and red. The colours were vertical, the red being the one alongside the mast.

A SPECIAL telegram to the *Northern Times* states that the Viceroy of Nanking has instructed the Commissioner of Foreign Affairs, the Shanghai Taotai and the Chinese Chamber of Commerce to come to an understanding with the Hongkong and Shanghai Banking Corporation that the loan of two million taels is borrowed by and to be returned by the Chinese merchants.

A REMARKABLE stamping machine known as the "Beam" which is now on view in London, will within an hour affix automatically nearly five thousand postage stamps to as many envelopes, at the same time perforating the stamp with the user's mark, registering the value of the stamp used, and the total number of letters stamped. The type allows the use of five different values of stamps.

ON a Saturday, when Prince's Street, and crossing at the west end was fraught with danger an American visitor, the Edinburgh *Dispatch* tells, wandered up to a resident and said, "Excuse me, sir, but where is the busy part of the city?" and when the reply came, "Well, I should say you're just about it." "So," drawled the American, "I thought I was in the country." Then, correcting himself, he explained, "Leastways, I thought this might be the suburbs."

THE case against Chan Kai Tso for larceny of two cheques amounting to \$10,355 from Commander C. W. Beckwith, R.N., was continued before Mr. Hallifax at the Magistracy this morning. Mr. Reader Harris, from the firm of Messrs. Wilkinson and Gist, appeared for the defendant. The case was dismissed on the ground of insufficiency of evidence. Chan Chan, telephone messenger of the Harbour Office, was sentenced to two months' hard labour in connection with the same case.

WE (N. C. Daily News) are informed by the General Agent of the *Matteichappi* that Mr. J. Bosch, on Landpowerexploitation in Lunghai, that he has received a telegram from the Estate Informing him that oil has been struck at hole No. 93. The present daily output from this well is 480 tons, which is more than all the others wells together. The Direction wish to point out that it is quite possible that this output may not be maintained and therefore further information will be sent to shareholders in about a fortnight.

THE many friends of Captain W. W. Greene Commander of T. K. K. steamer *Chiyu Maru* will learn with deep regret of the news of the death of his wife at San Francisco on the 3rd ult. Mrs. Greene, who was the youngest daughter of the late Mr. and Mrs. Geo. Booth, old residents of Yokohama, removed to San Francisco early this spring. For some time prior to her removal Mrs. Greene was in very delicate health, but recent reports gave better news and showed that the change seemed to be beneficial. To Captain Greene, who is now in Hongkong, the sympathy of many friends will be extended in his bereavement.

A DEEPLY touching story comes from Odessa of a girl lost and found. Two years ago, three disappeared the seventeen year old daughter of a well-to-do family in Krasnodar in the government of Lublin. A few days ago, the mother of the lost child paid a visit to the district of Yahrmarka. There, near the church-door, she gave alms to a blind girl, saying, "Pray for my child, my dear, whom I lost two years ago. She is certainly dead." The blind girl had scarcely heard the lady's voice before she recognized it, and sprang to her feet, saying, "Mamma, I am your Maria." It then transpired that the girl had been stolen by professional beggars, her eyes burnt, and her hands cruelly crippled, in order to cause the sympathy of the charitable. The police have arrested seven beggars at the Yahrmarka in connection with the kidnapping of the child.

WE learn from an exchange that the triumphal completion of one of the greatest engineering works of the age was celebrated recently when the Pennsylvania Railway tunnels beneath the Hudson and East Rivers were formally opened to traffic. Together with the magnificent Pennsylvania Station, a mammoth building in the Roman-Doric style of architecture covering eight acres in the heart of New York City, the new system of transportation represents an outlay of some \$300,000,000. Henceforth 1,000 trains, with a carrying capacity of 600,000 people, will run daily through the tunnels, which are designed to effect a radical change in the life of the metropolis by releasing the inhabitants in the narrow, crowded limits of Manhattan Island. The gigantic steel tubes forming the tunnels situated on the East River have been the work of Messrs. S. Pearson and Son, Limited, of London, whose head partner is now Lord Cowdray.

THE *Statesman*, writing on Lord Roberts, says:—Lengthy as the career of Lord Roberts has been one does not usually associate his personality with great age. His figure is still as straight and wiry as that of a man in his prime, and his public activity is unaltered. Yet the famous Field-Marshal celebrated his 78th birthday two days ago, having been born at Cawnpore, on September 30, 1832. It is 55 years since he obtained his commission in the Bengal Artillery, and the thirtieth anniversary of the Kabul-Kandahar campaign occurred this year. It is over a quarter of a century since Lord Roberts was appointed Commander-in-Chief in India, the crown of an ordinary man's career, and yet his achievements since then would have sufficed for a lifetime. At the age of 67, the underdog of the greatest rank of his time, he has been the greatest commander in the world, and has been crowned with victory.

SHANGHAI RACES.

THIRD DAY'S RESULTS.

The following are the results of the remaining events in connection with the last day of the Shanghai Autumn Meeting, after we had gone to press yesterday—

THE MANCHU STAKES 1/2 mile.
Rodymo (Rowe) 1
Scylla (Meyerick) 2
Magic (Springfield) 3
Time: 2m. 44 sec.

THE CONSOLATION CUP.
Cherry Tree (Vida) 1
Lamerton (Johnstone) 2
Worcester (Laurence) 3
Time: 2m. 40 1/2 sec.

THE CHAMPION SWEEPSTAKES 1/2 mile.
Paradise (Vida) 1
Squire McColper (Laurence) 2
Cecile Rose (A. Barkill) 3
Time: 1m. 57 1/2 sec.

THE JOCKEY CUP, Seven Furlongs.
Clicic (Iverson) 1
Valhalla (Delgarno) 2
Arabian (Lindsay) 3
Time: 1m. 48 1/2 sec.

NEWS FROM THE NORTH.

REORGANISATION OF THE ARMY.

[Translated from the *Nation Press*.]

It is reported that the President Yen Chang intends to consult with the Army Advisory Council to draw up fresh regulations for the new troops in the various provinces.

THE FINANCIAL STAFFS IN SHANGHAI.
The Board of Finance have received a million dollars in cash, which will be sent in three separate consignments on board one of the China Navigation Company's steamers to save the financial situation in Shanghai.

INSTRUCTION TO TARTAR-GENERAL.

The Tartar-General Tiek-Liang, of Nanking, has been instructed by the Prince Regent to reorganise the Banner Troops. It is reported that as soon as Tiek-Liang arrives at Nanking, he will be ordered to proceed to the other provinces to investigate important private affairs.

FOREIGN LOANS.

The Governor of Kwangtung intends to obtain a foreign loan. The gravity of that place have caused the Tsung-Chang-Yuen at Peking to raise a strong opposition.

IMPENDING VISIT OF GERMAN CROWN PRINCE.

The Cabinet Minister of E. Na-Tung intends to request the Throne to appoint President Yim Chang to be the Special Envoy to receive the German Crown Prince in co-operation with the President of the Board of Foreign Affairs.

PRINCE REGENT'S RESIDENCE.

The construction of the residence of the Prince Regent was completed on the 28th ult., the total cost being 600,000 taels. E. Na-Tung has been appointed to furnish the house.

IMMIGRATION BYE-LAWS IN UNITED STATES.

H. K. Chang Yim Tong, the Chinese Minister to Washington, has cabled to the Grand Council stating that the President of the United States will abolish the bye-laws relating to the Chinese immigrants.

CHINA'S PARLIAMENT.

It is reported that a memorial for the early establishment of a parliament has been presented to the Throne by the Cabinet Ministers. The Prince Regent stated that a meeting will be held in private audience to-morrow. Next year the new Grand Secretariat will be established and Parliament will meet for the first time in the 5th year of Sun Tung.

HARVESTON'S CIRCUS.

Large houses continue to patronise the above Circus nightly at Causeway Bay. To-morrow afternoon, there will be a matinee, when children will be admitted for half-price to all parts. There will also be a special performance on Sunday night.

Through the courtesy of the Tramway Company, special cars will run before and after each performance.

MINISTERING CHILDREN'S LEAGUE.

PROCEEDS OF FANCY DRESS.

The net proceeds of the Ministering Children's League Bazaar, held last Saturday, the 29th October, amount to \$7,500, a sum exceeding that of last year by \$150. They will be divided amongst the following charities for children:—

Victoria Home and Orphanage, Kowloon \$4,500
Hildestein Mission Blind School 450.00
Baxter Mission School 150.00
Italian Convent (proceeds of special stall) 217.60
French Convent 75.00
Mosesman Girls' School 75.00
Baird Foundling House 75.00
L. M. S. Training Home for girls 75.00
Hongkong Orphanage 75.00
Lord Cowdray.

THE *Statesman*, writing on Lord Roberts, says:—Lengthy as the career of Lord Roberts has been one does not usually associate his personality with great age. His figure is still as straight and wiry as that of a man in his prime, and his public activity is unaltered. Yet the famous Field-Marshal celebrated his 78th birthday two days ago, having been born at Cawnpore, on September 30, 1832. It is 55 years since he obtained his commission in the Bengal Artillery, and the thirtieth anniversary of the Kabul-Kandahar campaign occurred this year. It is over a quarter of a century since Lord Roberts was appointed Commander-in-Chief in India, the crown of an ordinary man's career, and yet his achievements since then would have sufficed for a lifetime. At the age of 67, the underdog of the greatest rank of his time, he has been the greatest commander in the world, and has been crowned with victory.

SEIZURE OF DYNAMITE.

HEAVY FINE.

At the Magistracy this morning Inspector Macdonald, of Yau-mat presented three sampan women for being in illegal possession of a quantity of dynamite. The stuff was discovered in buckets which had been filled up with false bottoms and was very cunningly concealed.

One woman was fined \$50 and the other two \$25 each.

The dynamite is employed for the killing of fish and is an illegal practice that the fish-boat have not been slow to adopt.

It is no so very long ago that a European got one of his hands blown off whilst putting a dynamite canister into the water from a sampan for the purpose of making a fish haul.

When the canister explodes under water all the fish in the immediate neighbourhood are generally killed and, rising to the surface, can be easily retrieved. At the same time it is a dangerous game to play.

ALLEGED THEFT OF DIAMONDS.

THE QUEEN STREET CASE.

Before Mr. R. R. Hallifax First Police Magistrate, this afternoon, Miss Hazel Lyon was charged by Miss Doris Maitland with alleged larceny of three diamonds, valued at \$1,600, the property of the complainant. Mr. Bruton, from the firm of Messrs. Bratton, and Hett, appeared for the complainant and Mr. W. E. L. Hepton, of Messrs. Deacon, Looker and Deacon, was for the defence. The case was further remanded to Thursday next at 2.15 p.m., pending the receipt of the Government Analyst's report in respect of certain a ticles, and the calling of some expert evidence.

RECEPTION AT JAPANESE CONSULATE.

AN ARTISTIC SCENE.

In all matters of artistic decoration the Japanese are supreme. Nothing could have been more effective than the colour scheme of the Japanese Consulate and its grounds at yesterday afternoon's reception in honour of His Japanese Majesty's birthday. The music of the band seemed to complete a perfect entertainment. What was really charming to the eyes, what really pleased and will linger in the memories of those who were present, were the exquisite dresses of the Japanese ladies, who in their own costume lent indescribable charm to the scene. Mrs. Funatsu was in blue, so were the majority of the ladies, and some wore dresses of that tender dove colour which so becomes the dainty and dignified attitude of Japanese gentlewomen. The uniforms, military and naval, of many officers of all ranks contrasted with the sombre black coats and all hats among the guests, who were most cordially received by Mr. Funatsu, whose hospitable efforts were ably seconded by his Vice-Consul and Interpreter. The daylight fireworks were truly wonderful. Fired from a petard high into the air rose a bomb, which on exploding would turn out to be the British and Japanese flags floating in the air together, or a "dragon infernal" or "sunrise over a cloud." One of the most beautiful was the "butterflies and willow." The butterflies were marvellously realistic. We have never seen any daylight fireworks so equal to these. The graceful custom of presenting every lady with a souvenir of the occasion was as usual observed, and some of these we saw were extremely pretty and will prove souvenirs indeed of the character and charming reception given in His Imperial Japanese Majesty's honour by Mr. and Mrs. Funatsu.

THE NEW JOURNALIST.

The journalist is in extreme peril of becoming a gentleman. Scarcely a day goes by, as you may see, without a class distinction, a rightly embarrassing as it is, the journa list himself, gentility is being thrust upon him. Society is beginning to recognise him as a respectable person. Serious members of the profession of journalism are no longer so much perturbed at this new state of things. "Oh but we do not allow ourselves to become gentlemen," they ask. "In becoming respectables we are not losing our old power and independence?" There is something in the argument. Formerly the journalist belonged to no class. He was an outcast and a Bohemian. He was in the world but not of it. The world was merely his playground, and he went about making notes. Insulted by society, treated with contemptuous scorn by public men, he consoled himself in his heart by the knowledge that, being a social fish, he was the master of mankind. Now it is different. Not only are journalists received in good society, but also their wives!—(Philip Gibbs, in the *Graffiti*.)

THE NEW BRAIN IN CHINA.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the inland Sen of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER, SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed sailings from Hongkong and St. John, N.B., etc. (Subject to alteration.)

Connecting with Royal Mail Atlantic Steamers.

From Hongkong.	From Quebec.
"MONTAGLE"..... TUESDAY, NOV. 8TH.	"EMPRESS OF BRITAIN"..... FRIDAY, DEC. 16TH.
"EMPRESS OF INDIA"..... SATURDAY, NOV. 19TH.	"ALLAN LINE"..... FRIDAY, JAN. 13TH.
"EMPRESS OF JAPAN"..... SATURDAY, DEC. 19TH.	"ALLAN LINE"..... FRIDAY, FEB. 10TH.
"EMPRESS OF CHINA"..... SATURDAY, JAN. 14TH.	"ALLAN LINE"..... FRIDAY, MAR. 10TH.
"MONTAGLE"..... WEDNESDAY, JAN. 15TH.	
"EMPRESS OF INDIA"..... SATURDAY, FEB. 11TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons. Speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the world.

HONGKONG TO LONDON, via St. John, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 45.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

W. W. GRADDOCK, General Traffic Agent,

Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

For	Steamship	On
TIENSIN VIA WEIHAIWEI.....	CHEONGSHING	SATURDAY, 9th Nov., Noon.
MANILA.....	YUENSANG	SATURDAY, 9th Nov., Noon.
SCAPORE, PENANG & CALCUTTA LAISANG.....	YUENSANG	SATURDAY, 9th Nov., Noon.
SHANGHAI.....	YUENSANG	SATURDAY, 9th Nov., Noon.
Kobe.....	YUENSANG	SATURDAY, 9th Nov., Noon.
Manila.....	YUENSANG	SATURDAY, 9th Nov., Noon.
Shanghai, Kobe & Moji.....	YUENSANG	SATURDAY, 9th Nov., Noon.

RETURN TOURS TO JAPAN (Occurring 14 Days).

The steamers *Ketsung*, *Hanung* and *Pookang* leave about every 4 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light & a fully qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yokohama, Kobe, Osaka, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Koda, Loh, Dair, Singapore, Tawa, Uman, Javaka and Loh.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.

General Managers.

Telephone No. 215.
Hongkong, 4th November, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HAIPHONG	"SINGAN"	5th Nov., 10 A.M.
SHANGHAI, CHEFOO & NEWCHOWANG	"FOOKEOW"	5th Nov., 3 P.M.
SHANGHAI	"ANHUI"	5th Nov., Midnight.
MINILA, ZAMBOANGA & AUSTRIA	"TAIWAN"	8th Nov., 4 P.M.
LIAN PORTS	"KAIPOH"	8th Nov., 4 P.M.
MANILA & CEBU	"SUNGKANG"	10th Nov., 4 P.M.
CHIEFOO & TIENSIN	"KOROKOW"	15th Nov., 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A fully qualified Doctor is carried. REDUCTION FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA, TWIN-SOREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SOREW STEAMERS (Anhui, Chosen, Lian, Chienan) with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms (and Dining Saloon). Leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

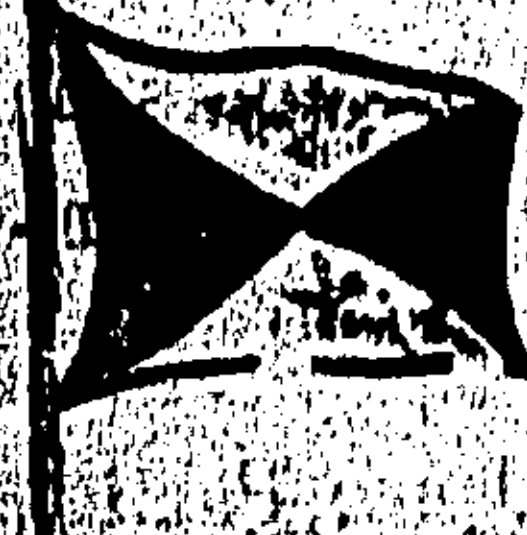
Fares—\$45 single, \$80 return.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE.

Agents.

Telephone No. 16.
Hongkong, 4th November, 1910.



HONGKONG PHILIPPINES.

PHILIPPINE STEAMSHIP COMPANY.

Steamship	Tons	Leave Hongkong
AWA MARU.....	7,000	25th Feb.
INABA.....	7,000	25th March
TAMBA.....	7,000	25th April
AWA.....	7,000	25th May

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki, 4 days; to Kobe 12 days and to Yokohama 6 days.

For further information at 100, Praya, (opposite Blake Pier), apply to

SHEWAN TOMES & CO.

General Managers.

Telephone No. 114.
Hongkong, 4th November, 1910.

Shipping—Steamers.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES. PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA and TACOMA v. MOJI, KOBÉ and YOKO- HAMA.....	TACOMA MARU.....	6,173	WEDNESDAY, 9th Nov., at Noon.
VICTORIA and TACOMA v. MOJI, KOBÉ and YOKO- HAMA.....	PARAMA MARU.....	6,059	WEDNESDAY, 14th Dec., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for Steerage passengers at a moderate rate. A limited number of Cabin passengers carried at low rates. Best adapted vessels for carrying Silk, Tea, and Parcels. Special attention given towards Express connections.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
TAMSOI via SWATOW and AMOY.....	"DAIGI MARU".....	SUNDAY, 6th Nov., at 10 A.M.
ANPING via SWATOW and AMOY.....	"SOSHU MARU".....	WEDNESDAY, 9th Nov., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nippon Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING; RETURN.

1st Class	2nd Class	3rd Class
\$73.00	\$55.00	\$37.00

1st and 2nd Class Passengers have the option of travelling by Rail, between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

Hongkong, 4th October, 1910.

S. HIROI, Manager.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910
MARSEILLES, LONDON AND ANTWERP.....	TAYGO MARU, Capt. A. Christensen, Tons 8300	WEDNESDAY, 9th Nov., at Daylight.
SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	KAMO MARU, Capt. F. L. Sommer, Tons 9300	WEDNESDAY, 23rd Nov., at Daylight.
	AKI MARU, Capt. K. Homma, Tons 7300	WEDNESDAY, 7th Nov., at Daylight.
VICTORIA, B.C. & SEATTLE.....	KAMIKURA MARU, Capt. J. Nagao, Tons 7000	SATURDAY, 3rd Dec., From KOBE.

VICTORIA, B.C. & SEATTLE.....	TAMBA MARU, Capt. K. Sato, Tons 7000	TUESDAY, 8th Nov., at Noon.
YOKOHAMA.....	AWA MARU, Capt. S. Ishiawa, Tons 7000	TUESDAY, 6th Dec., at Noon.
SYDNEY AND MELBOURNE.....	KUMANO MARU, Capt. M. Winkler, Tons 6300	FRIDAY, 25th Nov., Noon.
VIAMANILA THURSDAY ISLAND, TOWNVILLE AND BRISBANE.....	YAWATA MARU, Capt. T. Sakino, Tons 5000	THURSDAY, 4th Dec., at Noon.

BOMBAY via SINGAPORE & COLOMBO.....	BOMBAY MARU, Capt. N. Tanaka, Tons 5000	MONDAY, 7th November.
SHANGHAI, MOJI & KOBE.....	TUSA MARU, Capt. Y. Nomura, Tons 6000	WEDNESDAY, 9th November, P.M.

NAGASAKI, KOBE and YOKOHAMA.....	YAWATA MARU, Capt. T. Sakino, Tons 5000	TUESDAY, 23rd Nov., at Noon.
KOBE and YOKOHAMA.....	MISHIMA MARU, Capt. A. E. Moore, Tons 9000	THURSDAY, 20th Nov., at 5 P.M.

YOKOHAMA.....	KAWACHI MARU, Capt. H. Petersen, Tons 7000	SUNDAY, 23rd October.
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Fitted with new system of wireless telegraphy. * Cargo only. * Carries deck passengers.

* Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers	Tons	Leave Hongkong
MIVASAKI MARU.....	9,000	15th Feb.
KITANO.....	9,000	1st March
IYO.....	9,000	15th "
HIRANO.....	9,000	30th "
TANGO.....	9,000	15th April
KAMO.....	9,000	30th "
AKI.....	9,000	15th May
MISHIMA.....	9,000	30th "

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers	Tons	Leave Hongkong
AWA MARU.....	7,000	25th Feb.
INABA.....	7,000	25th March
TAMBA.....	7,000	25th April
AWA.....	7,000	25th May

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki, 4 days; to Kobe 12 days and to Yokohama 6 days.

For further information at 100, Praya, (opposite Blake Pier), apply to

SHEWAN TOMES & CO.

General Managers.

Telephone No. 114.
Hongkong, 4th November, 1910.

Shipping—Steamers.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON, AND ANTWERP.

THE Steamship

"FLINTSHIRE."

Captain C. G. Gaudy, R.N.R., will be dispatched at above about 7th November.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 27th October, 1910. [674]

"INVER" LINE OF STEAMSHIPS, LIMITED.

FOR BOSTON AND NEW YORK.

(With Liberty to Call at the Malabar Coast).

THE Steamship

"INVERESK."

Captain A. H. Smith, will be dispatched as above on or about 8th November.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 24th October, 1910. [669]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, etc.)

THE Steamship

"EMPIRE."

Captain Helms, will be dispatched as above on SATURDAY, the 12th November, at Noon.

This well-known Steamer is especially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions. Ice, etc., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 16th October, 1910. [676]

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, VANCOUVER AND SEATTLE, VIA

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	On or about
America.....	4,363	J. Boyd	10th Nov.
Redhill.....	3,883	H. E. Dpwall	15th Dec.
Bowrie.....	5,233	F. S. Cowley	17th Jan.
Summit.....	6,233	G. B. McGill	9th Feb.

Calling at Amoy and Keelung (if sufficient inducement offers).

These steamers are specially fitted for the carriage of Atlantic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED.

General Managers.
Hongkong, 3rd November, 1910. [671]

HONGKONG-BOSTON-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR BOSTON AND NEW YORK VIA PORTS AND SUEZ CANAL.

(With liberty to call at the Malabar Coast).

S.S. "INDRAPURA"..... On or about 25th Nov., 1910.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 1st November, 1910. [680]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

(With liberty to call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK ONLY.

For Freight and further information, apply to

DODWELL & CO., LIMITED.

Hongkong, 1st November, 1910.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, SOYET, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERIAN GULY, CONTINENTAL, AMER, CAN and SOUTH AFRICAN PORTS.

THE Steamship

"ARADIA."

Captain S. Burckham, carrying His Majesty's Mail, will be dispatched from this port for BOMBAY, etc., on SATURDAY, the 12th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Aradonia*, to go to London, Colombo, Penang, etc., and to return from Colombo, Penang, etc., to Hongkong.

Silk and Valuables, all Cargo for France and India will be despatched from this port for BOMBAY, etc., on SATURDAY, the 12th November, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Aradonia*, to go to London, Colombo, Penang, etc., and to return from Colombo, Penang, etc., to Hongkong.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

M. A. HEWETT, Superintendent.

Hongkong, 31st October, 1910. [670]

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI.

SEDE IN ROMA.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MEDINA, NAPLES, LEOHORN and GENOA, also VENICE

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIS & Co. Corrected to appear later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATIONS.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,500,000	\$2,039,500	\$2 for first half year ending 30.6.10 @ 2 1/2 %	5 %	85 buyers
National Bank of China, Limited	90,000	27	26	\$1,000,000	\$1,000,000	\$2 (London 1/8) for 1909		81 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$250	\$1,000,000	none	\$15 for 1909	8 1/2 %	\$175 ex div. b.
North China Insurance Company, Limited	10,000	215	215	\$1,000,000	Tls. 205,719	Final div. of 7 1/2 % for 1909 making 15 % in all	5 %	Tls. 170 sales
Dalio Insurance Society of Canton, Limited	12,400	\$250	\$250	\$1,000,000	\$287,084	Final of \$20 per share, making in all \$50 per share for 1909 and an interim dividend of \$30 per share for 1909	7 %	840 sellers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000	\$77,037	\$12 for year ending 31.12.08 and interim of \$3 on account of 1909	12 1/2 %	\$105 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$80	\$1,000,000	\$41,806	\$2 and bonus \$1 for 1908	7 %	\$116 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$250	\$1,000,000	\$46,218	\$27 for 1908	8 %	\$250 sales
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$1,000,000	Dr. \$5,772	\$4 for 1905		\$9 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	none	\$1 for year ending 30.6.1908		\$21 sellers
Hongkong, Canton & Yacoo Steamship Co., Ltd.	80,000	\$15	\$15	\$1,000,000	\$10,705	Dividend of \$1 1/2 for 30.6.10	2 1/2 %	\$3 1/2
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	25	25	\$1,000,000	47,527.52	\$6 for 1907 on Preference shares only @ 1/2 % on 1/10/06-1/1/07		\$38 sellers
Do. Do. (Deferred)	60,000	25	25	\$1,000,000	47,527.52	Final div. of 2 1/2 % for 1907 making in all 4 1/2 % per share for 1907 & 4 1/2 % div. of 1 1/2 % per share on acc. for 1908	5 %	62 1/2
"Shell" Transport and Trading Company, Limited	1,000,000	21	21	\$1,000,000	2,000,000	A dividend of 7 1/2 % for yr. ending 30.4.1910	8 1/2 %	\$21 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$1,000,000	\$1,150	A bonus of 5 % for yr. ending 30.4.1910	8 1/2 %	\$21 buyers
REFINERIES.								
China Sugar Refining Co., Ltd.	20,000	\$100	\$100	\$1,000,000	Dr. \$1,000	\$5 for half year ending 30.6.1910	6 %	\$145 sellers
Union Sugar Refining Company, Limited	7,000	\$100	\$100	\$1,000,000	Dr. \$1,180	\$5 for 1907		\$14
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	21	21	\$1,000,000	21,435	Interim of 1/4 for 1910 (coupon No. 14)	9 %	Tls. 16 Pa. 10
Headwaters Mining Company	60,000	Pa. 10	Pa. 10	\$1,000,000	none	First year		
Raub Australian Gold Mining Company, Limited	150,000	21	18 1/2	\$1,000,000	24	\$1 per share 13th dividend	5 %	\$25 sellers
Oriental Consolidated Mining Co., Ltd.	50,000	21	21	\$1,000,000	none	Final of Gold \$0.65 for 1909 in all G \$1.15		\$25
Docks, Wharves & Godowns	500,000	G \$10	G \$10	\$1,000,000	none	\$1.75 for year ending 31.12.06		\$25
Feawick (Gao.) & Co., Limited	15,000	\$25	\$25	\$1,000,000	Dr. \$8,460	\$2 1/2 for 1909	4 1/2 %	\$27 1/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$250	\$250	\$1,000,000	\$254,847	\$2 1/2 for 1909	4 1/2 %	\$27 1/2
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$1,000,000	\$11,771	\$2 1/2 for half year ended 30.6.1909	8 %	Tls. 72
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	\$1,000,000	Tls. 6,056	Final of Tls. 3 1/2 making Tls. 6 in all for year 30.4.1910	8 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	30,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 100 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 4,314	Tls. 6 for year ending 29.12.09	8 1/2 %	Tls. 97 sellers
Central Stores, Limited	50,000	\$15	\$15	\$1,000,000	\$24,041	\$5 for 1909	8 1/2 %	\$121 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$1,000,000	\$1,277	\$5 on old shares \$1,500 new shares for half year ending 30.6.10	6 %	\$50 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$1,000,000	\$1,474	Interim of \$3 for 1910	7 %	\$98 buyers
Hampshire Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,000,000	\$260	45 cents for 1909	6 %	\$98 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$1,000,000	none	\$2 1/2 for 1909	8 %	\$13 buyers
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 6,066	Interim of Tls. 3 for 1910	6 1/2 %	Tls. 110 sales
West Point Building Company, Limited	12,500	\$50	\$50	\$1,000,000	\$1,058	Interim of \$1.80 for 1910	6 1/2 %	\$50 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	\$1,000,000	Tls. 10,092	Tls. 11 for year ending 31.10.09	8 1/2 %	Tls. 90 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,000,000	\$6,551	50 cents for year ending 31.7.08		\$51 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$1,000,000	2,483,372	Tls. 7 1/2 for year ending 30.9.09	10 %	Tls. 51
Lao-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 4,839	Tls. 6 for 1909	10 1/2 %	Tls. 50 sellers
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	\$1,000,000	Tls. 11,172	Tls. 3 1/2 for 1909	17 1/2 %	Tls. 150 sales
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,000	12 1/2	12 1/2	\$1,000,000	2,048	15 % per share for 1909		18 sellers
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,000,000	none	60 cents for 1909	6 1/2 %	\$9
China Light and Power Company, Limited	50,000	\$1	\$1	\$1,000,000	50,248	60 cents for year ended 28.2.06		\$10 sellers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,000,000	2,602	80 cents for 1909	1 1/2 %	\$71 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000,000	\$1,892	\$1.20 for year ending 31.7.09	7 %	\$17 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$1,000,000	24,390	Interim of 15 cents per share for 1910	10 %	\$11 buyers
H. Price & Company, Limited	120,000	\$10	\$10	\$1,000,000	\$670	14 per cent. via \$1.40 for 1909	12 1/2 %	\$12 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$1,000,000	\$1,798	A dividend of \$1.20 per share and a bonus of 10 cents per share for year end 28.2.10	6 %	\$10 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$1,000,000	\$7,426	Interim of \$2 per share for 1910	6 1/2 %	\$15 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$1,000,000	\$6,176	Interim of \$1 per share for 1910	9 %	\$10 sellers
Maatshapli (or) Mills, Bock-an Landbouwerij Maatschappij, Limited	25,000	Gs. 100	Gs. 100	\$1,000,000	Tls. 12,682	3rd interim dividend of Tls. 15 making in all Tls. 87 1/2 for 1910	5 %	Tls. 1,150 b.
Peak Tramways Company, Limited	25,000	\$10	\$10	\$1,000,000	\$5,054	50 cents on fully paid shares and 8 cents on 3 1/2 paid shares for year ending 30.4.10	5 1/2 %	\$11 sellers
Peak Tramway Company (new)	50,000	\$10	\$10	\$1,000,000	Pa. 18,440	None		\$11 sellers
Philippine Gum Company, Limited	75,000	\$10	\$10	\$1,000,000	none	No dividend this year	2 %	Tls. 10 1/2 b.
Shanghai-Sumai & Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$1,000,000	Tls. 5,250	First year		\$16 sellers
Societe des Papiers et Papeteries du Tonkin	13,200	50	50	\$1,000,000	none	None		\$200 Hongkong (currency)
South China Morning Post, Limited	6,000	\$25	\$25	\$1,000,000	Dr. \$1,096	None		\$21
Steam Laundry Company, Limited	20,000	\$25	\$25	\$1,000,000	\$2,256	10 % for year ending 31st May 1910	8 %	\$21 sales
Union Waterboat Company, Limited	50,000	\$10	\$10	\$1,000,000	none	60 cents for year ending 31.12.08	8 1/2 %	\$11 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$1,000,000	\$242	15 % per ordinary share for year ended 31.5.10	5 %	\$11 sellers
Watkins Limited	10,000	\$10	\$10	\$1,000,000	\$1,041	35 cents for 1909	5 %	\$5 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$1,000,000	\$2,011	3 1/2 for 1909		\$4 sales
William Powell, Limited	15,000	\$7	\$7	\$1,000,000	\$761	None		\$2 buyers

Hotel.

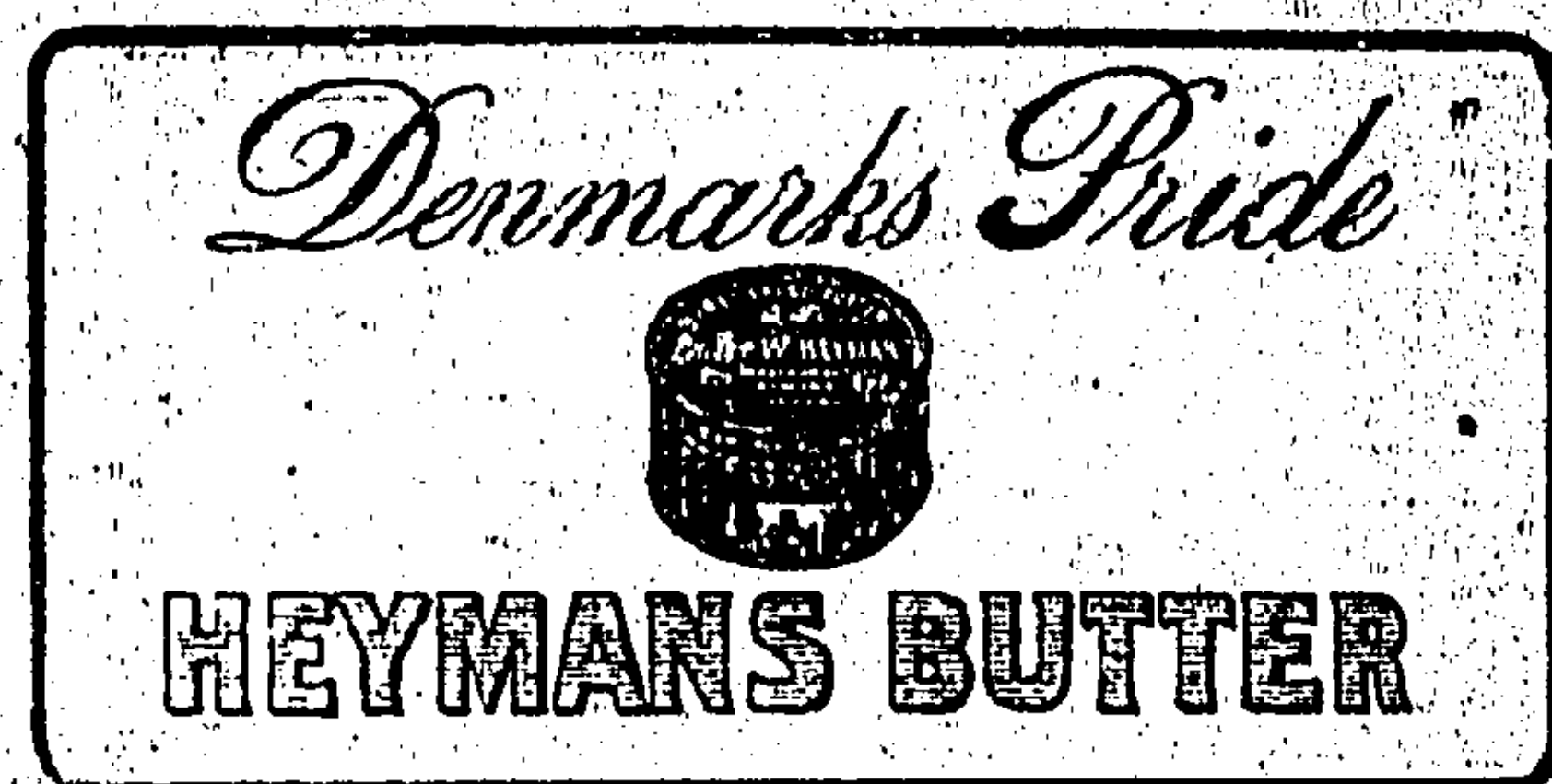
ROLLER SKATING RINK
AT THE
BELLE VIEW HOTEL.SHAUKIWA ROAD,
Telephone No. 907.

DAILY SESSIONS 10 A.M. to 12 Noon and 2 P.M. to 4 P.M. Admission 25 cents; 5 P.M. to 8 P.M. and 9 P.M. to 11 P.M. Admission 50 cents.
Season Tickets \$1 each per month.
Ice Drinks, Best Brands of Liquors served at tables on the Lawn or private Verandah.
Meals a la carte at all hours.
Dining Rooms can be reserved by application to the Manager.

W. GALLAGHER,
Manager.

Hongkong, 4th November, 1910.

Intimations



SIEMSEN & CO., Sole Agents.

49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE

WEEK DAYS

7.00 a.m.	7.30 a.m. to 10.00 a.m. ... Every 10 minutes.
10.00 a.m.	10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m.	11.00 a.m. to 12.00 p.m. ... Every 15 minutes.
12.00 p.m.	12.00 p.m. to 1.00 p.m. ... Every 15 minutes.
1.00 p.m.	1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m.	5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m.	6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m.	7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

NIGHT CARS

8.45 p.m.	8.45 p.m. to 9.45 p.m. ... Every 10 minutes.
9.45 p.m.	9.45 p.m. to 10.45 p.m. ... Every 10 minutes.
10.45 p.m.	10.45 p.m. to 11.45 p.m. ... Every 10 minutes.
11.45 p.m.	11.45 p.m. to 12.45 a.m. ... Every 10 minutes.

SATURDAY

8.00 a.m.	8.00 a.m. to 9.00 a.m. ... Every 15 minutes.
9.00 a.m.	9.00 a.m. to 10.00 a.m. ... Every 15 minutes.
10.00 a.m.	10.00 a.m. to 11.00 a.m. ... Every 15 minutes.
11.00 a.m.	11.00 a.m. to 12.00 noon ... Every 15 minutes.
12.00 noon	12.00 noon to 1.00 p.m. ... Every 15 minutes.
1.00 p.m.	1.00 p.m. to 2.00 p.m. ... Every 15 minutes.
2.00 p.m.	2.00 p.m. to 3.00 p.m. ... Every 15 minutes.
3.00 p.m.	3.00 p.m. to 4.00 p.m. ... Every 15 minutes.
4.00 p.m.	4.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m.	5.00 p.m. to 6.00 p.m. ... Every 15 minutes.
6.00 p.m.	6.00 p.m. to 7.00 p.m. ... Every 15 minutes.
7.00 p.m.	7.00 p.m. to 8.00 p.m. ... Every 15 minutes.

Extra cars at 2.15 p.m., 11.10 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRIA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SONS,
General Managers.
Whampoa, 1st April, 1909.

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water.

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles	50.30
Small	2.35
Cases 50 Bottles	21.50
" 60 "	13.20

SOLE AGENTS:

"FRENCH STORE"

Hongkong, 18th July, 1910.

FURNITURE WAREHOUSE

LI KWONG LOONG & CO.

GARMENT-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 38, DES VOEUX ROAD CENTRAL, The 2nd Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Assam to our Dispensary and every article is of the highest quality."
(Sd) A. S. WATSON & CO.
15th May, 1910.

ORDERS, especially for the Assam, and CHAIRS most welcome.
"AN INSPECTION INVITED."
Hongkong, 15th May, 1910.

JUST RECEIVED AND FOR SALE
THE COMING SEASON'S NOVELTIES
FROM
RAPHAEL TUCK & SONS.

LARGE SELECTION OF
XMAS CARDS
Picture Puzzle Postcards,
Painting-Books, Birthday Books,
Tuck's Annual, Walking Animals, Mechanical Toys, Marionettes, Rocking Animals, &c.

ALSO FOR SALE
VEGETABLE and FLOWER SEEDS

GARDEN FERTILISERS,
Books on Gardening, &c.

USED POSTAGE STAMPS
in Single Sets, Packets and Bags.
All Philatelic Goods.

VIEW POSTCARDS.

MANILA CIGARS and CIGARETTES,
&c., &c., &c.
Inspection invited.

GRACA & CO.,
37, DES VOEUX ROAD, HONGKONG.
Hongkong, 18th October, 1910.

NEW SHOP!
JUST OPENED!!

DO NOT MISS LOOKING AT
OUR WONDERFUL SELECTIONS OF

RARE JEWELS,
&c., &c., &c.

MOHIDEEN & CO.

Dealers in
CEYLON PRECIOUS STONES, &c.,
38 & 40, QUEEN'S ROAD,
CENTRAL.

Hongkong, 13th May, 1910.

NOTICE

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES, and other TRADING PAPERS are now for sale at the Tropic leaving from the Tropic at 10.30 a.m. on Monday, 15th May, 1910.

These books are of the highest quality and will be generally recognised as being of the highest quality.

For a full list of the books, etc., see the list of books, etc., in the Tropic.

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